



**King County
Department of Transportation
Transportation Administration
Transit-Oriented Development Section**

King County's Northgate Transit-Oriented Development Project

First two of three alternative designs

In March 2003, the King County Department of Transportation completed two design alternatives for the Northgate Transit-Oriented Development (TOD) project, located just south of Northgate Mall near I-5. (For a look at drawings of these alternative concepts, please visit our web site at <http://www.metrokc.gov/kcdot/alts/tod/northgate.htm>.) The TOD project will be built on eight acres now occupied by two King County Metro park-and-ride lots and the Northgate Transit Center.

The county will prepare a third conceptual design based on public and agency comments. The final design, taking into account these three conceptual designs, will be based on proposals submitted by interested private developers. The selected design will then be subject to approval by the City of Seattle under its development regulations.

Project goals

The TOD design ultimately selected for this location will preserve the site as a vital public transportation hub in north Seattle. The site will continue to be an important public transportation transfer point and could accommodate such additional services as light rail and monorail stations. Weekday bus trips through the Northgate Transit Center now total 785, with over 7,000 daily passenger boardings. By 2020, Northgate light-rail ridership is forecast at 10,000 daily boardings, with 75 percent of riders arriving and departing by bus.

Integration of the bus transit center and light rail and monorail stations at Northgate with high-density, mixed-use urban development on the "super block" south of the mall will increase transit ridership and help the City of Seattle achieve its growth management targets. For example, the 575 housing units shown in Alternative #1 would provide almost 20 percent of the city's 2014 housing target for this urban center.

Common elements of the first two concepts

- **Traffic relief.** Traffic congestion on 1st and 5th Avenues would be relieved by intersection and signal improvements, additional lanes on 103rd Street, and creation of a new street, 3rd Avenue NE, connecting the existing office park south of NE 100th Street with the mall north of NE 103rd Street.

NORTHGATE STAKEHOLDERS GROUP

Overview of King County Transit-Oriented Development Proposals

May 11, 2004 Meeting Handouts from

Dept. of Planning and Development

- **Parking.** Existing capacity of the four park-and-ride lots at Northgate is approximately 1,400 stalls. The TOD project would replace these stalls and provide more spaces for commercial and residential use.
- **5th Avenue park.** King County could “surplus” the park-and-ride lot at 5th Avenue NE and NE 112th Street, located next to Target and Best Buy, thus giving the City of Seattle the opportunity to purchase it for creation of a park.
- **Environmental friendliness.** King County is studying the feasibility of sustainable building practices, such as “green roofs” for the buildings.

Features of the first alternative

- **Land uses.** There are two new parking structures with 575 apartments; retail, restaurant, health club, hotel or office space, a cinema, and a daycare center above the parking structure on the south lot. A second parking structure at the northeast corner of 1st Avenue and 103rd Street would serve the north end of the future light rail station.
- **Bus-rail connections.** By relocating the Northgate Transit Center to 1st Avenue NE, King County could provide excellent connections for passengers transferring between Metro buses and both the future Sound Transit light rail station and a potential monorail station. King County Metro Transit and the City of Seattle have tentatively agreed that this proposal should be considered for further study.
- **Private Financing.** The first alternative assumes a cinema would be constructed with the owner paying a share of the cost for the construction of 800 shared-use commuter park-and-ride/evening moviegoer parking stalls.
- **Stormwater** from the TOD project would be directed to the City of Seattle’s proposed pond west of 5th Avenue NE. King County is looking at relocating further to the west a small portion of the wetland on the west side of 1st Avenue NE. The relocation would allow for construction of a pedestrian sky bridge, stairs, and escalator and elevator service for bus and light rail passengers.

Features of the second alternative

- **Land uses.** 312 apartments, hotel, office and retail are included.
- **Stormwater** detention, open space are provided along the north side of NE 100th Street.
- **Transit center** remains in its present location, on the first floor of the new parking structure. Bus layover is split between 1st Avenue NE and the new transit center.
- **Park-and-ride.** There is a single parking structure for transit and private use.
- **Light rail.** Right-of-way for light rail is preserved on the east side of 1st Avenue NE.

Project schedule

- King County Metro site improvements in 2004-2005 subject to funding.
- Private TOD project elements in 2005-2006 subject to completion of public improvements and local real estate market.
- Future light rail station subject to funding.
- Monorail station subject to future route decisions and funding.